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BIRTHS.

SHKSTON.—On the 5th September, at the
Peak Hospital, Hongkong, to Mr. and
Mrs. W. E. L. SHKSTON, a daughter.

(1112)

BIRCHYNDEN.—On August 30th, at Shang-
hai, to Mr. and Mrs. BIRCHYNDEN, a
son.HANWELL.—On August 27th, at Weihaiwei,
JACK, the dearly loved second son of
DOROTHY and GERALD L. HANWELL,
M.R.C.S., aged 9 months.HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG SEPTEMBER 7th, 1914.

Such stirring speeches as those delivered at
the Guildhall, in the City of London, on
Saturday by the PRIME MINISTER and Mr.
BONAR LAW, together with the brief but
telling utterances of Mr. BALFOUR and Mr.
WINSTON CHURCHILL—men who in the
narrower sphere of party politics differ in
opinion as widely as the Poles—affords
convincing proof that "we are a people yet"
—proof that the old national spirit of the
race which has often in the past proclaimed
itself in the defence of liberty and law and
in revolt against brutal tyranny and oppres-
sion, lives to-day as strong and as resolute
as ever it did. When the splendid response
which is being made in the United Kingdom
itself to Lord KIRCHENBERG's call to arms in
defence of our honour and the maintenance
of the public law of Europe is considered,
together with the substantial support so
spontaneously offered by all our great
Colonies and Dependencies, and what is of
equal importance, the steadfast faith in
ultimate victory common to them all, itmay be accepted by Britain's adversaries
that it is no vain and empty sentiment
which is embodied in "Rule Britannia,"
one of the nation's best known patriotic
songs:"Then haughty tyrants ne'er shall tame,
All their attempts to bond thee down
Will but arouse thy generous flame;
But work their woe, and thy revenge."That is the spirit which still continues
to animate the British race, and it is
that spirit which will enable it to view
with complacency any temporary setbacks
or local reverses in the initial stages of the
war. Their set purpose, now that they
have been forced into the war, is to crush
the might of Germany and vindicate the
supremacy of law and justice in Europe.Supported in this by the whole might
and power of the French Army and people,
as well as by the mighty hosts of Russia,
the end of the war will not be in sight till
that purpose is achieved. "You have only
to go right on and at the end of the road,
be it short or long, victory and honour will
be found," is the advice given by Mr.
CHURCHILL, and this, in fact, is but re-
echoing the assurance given to the country
a week or more ago by Lord KIRCHENBERG.When Mr. ASQUITH declared with intense
patriotic fervour on Saturday that sooner
than be a silent witness of the tragic
triumph of force over law, of brutality
over freedom, such as the world has
been witnessing in Belgium, he would see
Great Britain blotted out of the page of
history, he voiced the sentiments of every
patriotic Briton. It is an added
assurance of ultimate victory for the
Allies in this struggle that they have
mutually agreed not to conclude peace
separately; but, when the time comes, to
demand such conditions of peace as they
shall mutually agree to impose. Mean-
while it is a little disconcerting to
learn that a small German squadron has
been able to make a successful raid on a
British fishing fleet in the North Sea.True, the sinking of fifteen fishing boats
is not a very glorious enterprise, but the
fact that the squadron was able to put
out to sea and back to port without being
intercepted by a British patrol is some-
what disturbing to the sense of security
which had been created by prior
events. However, there is compensa-
tion in the information which has reached
the Admiralty that the results of the
recent naval engagement were more
"fruitful" than they knew at the
time, for of the eighteen or twenty
German destroyers which took part in that
engagement only seven, in a damaged
condition, have reached Kiel, and it is under-
stood that the others have sunk in the
vicinity of the Canal. The importance of
the work done by the British Navy
in confining the German fleet so effectually
as it has done to German
harbours cannot be exaggerated, or
overpraised, and the complete stop which
has been put to Germany's foreign trade
and commerce must prove a factor of the
greatest importance in bringing about the
final downfall of what Mr. BONAR LAW
described as the "accursed system" of
German militarism for which the Emperor
WILLIAM stands. There can be no peace
among nations in Europe till the power
created by that system has been broken and
crushed. That is now the set purpose of
the British Empire, of France, of Russia
and of Belgium, and it is an object with
which we may be sure the neutral specta-
tors in Europe are in fullest sympathy.Shanghai Autumn Race Meeting has
been fixed for Monday, Tuesday and
Wednesday, the 9th, 10th and 11th
November.The Gazette announces that the name
of Professor Kenelm Hutchinson Digby,
of the Hongkong University, has been
added to the Register of Medical Practi-
tioners entitled to practice medicine in
the Colony.Mr. T. Funatsu, formerly Japanese
Consul at Hongkong, and for the last few
years at Nanking, has been appointed to
a post in the Legation at Peking. He
reached the Chinese capital last week
after spending a short holiday in Japan.The Gazette publishes the following
returns of the average amount of bank-
notes in circulation and of specie in
Hongkong during the month ended 31st
August, 1914, as certified by the managers
of the respective Banks:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	\$ 5,998,721	\$ 5,000,000
Hongkong & Shang- hai Banking Cor- poration.	22,764,871	17,500,000
Mercantile Bank of India, Ltd.	1,152,821	600,000
Total.	\$29,916,413	\$23,100,000

*Sterling Securities deposited with the
Crown Agents valued at \$2,000,000
+Securities with the Crown Agents
valued at \$69,040.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE PAPAL SECRETARY OF STATE.

LONDON, September 6th.
The Pope has appointed Cardinal
Ferrata to be his Secretary of State.SANITARY INSPECTORS AND
MILITARY DUTY.Mr. P. W. Goldring, pursuant to notice,
will move the following resolution at
to-morrow's meeting of the Sanitary
Board:—"That the members of this Board do
respectfully submit to His Excellency
the Governor and to the Military
Authorities that all employees of the
Board serving either in the Hongkong
Volunteers or the Hongkong Volunteer
Reserves be afforded special facilities to
allow them to attend to their duties
properly, having regard to the vital
importance of keeping the Colony in a
sanitary condition at the present time."REPATRIATING CHINESE FROM
THE MALAY STATES.The *Hong Bee*, flying the British flag,
arrived at Port Swettenham recently and
took on board nearly 3,000 Chinese who
had been collected at the Quarantine
Depot at Port Swettenham. About 4,000
have now been repatriated.Applications in Kuala Lumpur are now
much fewer, but at Kuala Kubu the
number of mining coolies coming down
into the town is said to be very large,
and active steps will have to be taken to
deal with the situation.The Chinese who go are far from grate-
ful at the treatment they receive, and
have constantly grumbled at their food,
though supplied with plenty of fish, rice
and fresh vegetables. Some went so far
as to demand opium and cigarettes.The Depot is capable of receiving 7,000
men, and, though not a coolie remained
this morning, it is expected that in a day
or two more large contingents will arrive
from Kuala Kubu.—*Malay Mail*.

A WARNING TO MARINERS.

The following information, received
from H.B.M.'s Acting Consul-General at
Bangkok, is published in the *Gazette*:—"Notice is hereby given that a wreck,
apparently a capsized junk, and also with
reported floating in the Channel between
the Sunken Junk light-ship and the green
light-ship, about half a mile South of the
Sunken Junk light-ship. Masters are
advised to keep a good look-out, when
crossing the bar, as the wreck is considered
a danger to navigation."

UNIVERSITY OF HONGKONG.

The following supplementary list of
successful candidates at the Matriculation
Examination in July last has been sent
us:—No. 36—Pak Shu Lin.
57—Zung Kwei Wong.
61—King Tai Sung.

THE TRANS-SIBERIAN ROUTE.

The Harbin correspondent of the *N.Y.*
Daily News wrote on August 30th:—News is just to hand that the Paris
authorities of the *Internationale des
Wagons Lits* have received permission
from the Russian authorities to run their
train-de-luxe as before, once a week from
Moscow to Vladivostok. The express
due on Friday is expected to arrive on
time. I also learn that the fast trains,
once weekly from Petrograd, and
once weekly from Moscow, will continue
to run as before as far as Irkutsk. The
question as to whether it will be connected
with a fast train from Vladivostok
depends on General Howarth, who is
overdue here, having been delayed en
route.A telegram from Petrograd
received here yesterday states that the
Grand Duke Michael Alexandrovitch has
reached the capital travelling via Fin-
land. It is evident, therefore, that it is
still possible to travel further westwards
after reaching Petrograd.It will be remembered that the Grand
Duke, who has democratic tendencies, was
exiled from Russia a few years back.
Evidently, on account of the war, this
order has been rescinded. His first action
on his arrival was to place wreaths on the
tomb of his father, Alexander III., which
lies in Petrovavalovsk Cathedral.

THE COAL FIRE.

AN ENGLISH SENTIMENTAL WEAKNESS.

The Englishman's weakness for a blazing
coal fire was commented on by Mr.
Edward Allen, a past president of the
Institution of Gas Engineers, and
engineer to the Liverpool Gas Company,
who gave evidence at a meeting of the
Smoke Abatement Committee at White-
hall.Mr. Allen spoke of the superior prop-
erties of gas coke as compared with
coal, but said there had been a prejudice
for many years in favour of blazing coal.
The time had come, he continued, "for
the entire abolition of the coal fire.
There were no economic reasons why
people should not have coke fires, which
would prove 44 per cent. more efficient."
"He did not like the word 'compulsion,'
but he thought the householder should
consider it his duty, whatever he might
use in his grate, to avoid smoke. Unless
they dealt with the domestic fire they
could not solve the problem of the smoke
nuisance."

WAR NEWS.

MORE PRIZES.

Two more prizes of war, the *Hanamel*
and the *Paklat*, have been brought into
Harbour, both being British captures.
They were caught in Northern waters,
and were at first sent to Weihaiwei.The *Paklat* belongs to the Norddeutscher
Lloyd. It was built at Bremerhaven, and
is of 1,607 tons.The *Hanamel* was flying the Ameri-
can flag when taken, but it was officered
by Germans.

THE SIEGE OF TSINGTAO.

THE GERMAN DEFENCES.

WEIHSIEN, August 27th.

German reservists from distant parts of
China are still passing Kiaochow on their
way to Tsingtao. Every day military
trains run between Kiaochow and Tsing-
tao. Quite a number of Germans in
civilian attire are still between Weihsien
and Tsingtao, but the first German out-
posts are at Mikukow, which is a village
twelve miles from Tsingtao. Here the
railway bridge has been broken. The
outer line of the German defences is from
a small river, the Litsun Ho, through the
mountains about eight miles from Tsing-
tao. This line is not strongly fortified,
and the real defence is likely to be made
along a narrow neck of land from Tung-
wuchiatun to Hainchiatun. This line is
only between three and four miles long
and roughly three miles from the town.The mountains within this line are the
Moltkeberg, Bismarckberg, and Illsberg,
on which are powerful guns, while their
slopes are strengthened by wire entangle-
ments and mines. Between two ranges of
mountains is a plain where the trees have
been felled and villages burned. The
Germans expect, when fighting begins,
that the Japanese will quickly take the
outer range, after which there will be an
artillery duel between their guns on this
range of hills and the forts on the moun-
tains close to Tsingtao, but an advance
across the plain against the inner line of
defence will not easily be carried out.CHINESE GOVERNMENT SATISFIED WITH
JAPAN'S ASSURANCES.Assurances have been received from
Peking that the Chinese Government is
amplified with Japan's pledges for the
future safeguarding of Chinese
interests and the maintenance of the
commercial *status quo*, and also with
Japan's promise of assistance to prevent
revolutionaries from seizing the present
occasion to create disorder. Furthermore,
Reuter's correspondent understands that
the Japanese are able to control the prin-
cipal anti-Yuan Shih-kai revolutionary
leaders, of whom Dr. Sun Yat-sen is one
of the most prominent. Dr. Sun is living
in Tokyo and informs Reuter's corre-
spondent that he is content to await the
outcome of the present hostilities and
believes that an outbreak in China now
would not assist "real China."

GERMAN GARRISON'S RESENTMENT.

The *Shanghai Mercury's* special corre-
spondent at Kiaochow writing on August
25th said:—"I have had many proofs in
the past two days of the bitterness of the
Germans' resentment against Britain.
They talk more freely here, where they
are close enough to hear the guns when
the siege begins. 'Everyone says the same
thing—that it was outrageous of Britain
and her European allies to 'sick' the
brown men on to the helpless six thousand
at Tsingtao. 'Why couldn't they fight
like white men with white men? It is the
cruelest thing in history. God will
punish Britain'—such are the expressions
in the mouths of Germans and other
nationals also. The possibility that Japan
may have had some desire of her own to
come into this rich province without being
'sickened on' is forgotten. And the
thought that Germany could have yielded
without loss of honour is never breathed."

GERMANY'S "DRINK MONEY."

The keynote of German diplomacy, says
the *Asahi*, has been what they characterize
as "Trinkgeld Politik," that is to say, to
take advantage of other people's trouble
and get gratuity in the form of a tip.
This was the favourite plan of Prince
Bismarck. Emperor William, though
opposed to Bismarck in many respects,
has followed this policy for the last
twenty-five years. For instance, after
the Sino-Japanese War, Germany stepped
in and chipped off Kiaochow from China.
Another instance of German diplomacy
was the "purchase" of the Caroline
Islands from Spain just when Spain was
in a state of exhaustion. The third
instance was the Boer War, in which the
Kaiser again put his finger in the pie.
The fourth example was the Moroccan
imbroglio, in which the German Emperor
played a leading part and got the better
of France and Russia. The chain of
events leading up to the annexation of
Bosnia and Herzegovina was as charac-
teristic of the "Trinkgeld politik" as
any piece of German diplomacy for the
last twenty-five years. In the present
instance again, the Kaiser tried to get
his "drink money" by instigating
trouble in Europe, believing undoubtedly
that Russia would be unable to do any-
thing. Contrary to his estimation,
however, Russia immediately took up
arms, so did France and Great Britain,
forming a strong anti-German league.
Thus the famous tactics failed miserably,
not only in Europe, but in the Far
East also, for Germany is now confronted
by Japan with a demand for the evacua-
tion of Kiaochow. Japan does not follow
the footsteps of Bismarck and the
Kaiser, and does not covet "drink
money." Japan proposes to restore
Kiaochow to China, but it is interesting
to observe that Germany is now forced
to lose her "drink money."

GERMAN REFUGEES IN TIENTSIN.

THE "KAISERIN ELIZABETH."

The O.N.S. *Shengking* arrived at the
Tientsin Bund on August 27th, having
on board 230 women and children refugees
from Tsingtao.Almost without exception the refugees
looked weary and anxious. It was
obvious that the strain of the past week
or two had been telling on them, not a
few almost despairing. From the
arrangements to receive them it was
evident that the German community had
been thoroughly organized in this respect,
and it was not long before those who had
so recently been deprived of their homes
were on their way to new ones. It is
understood that Mr. O. Krier is putting
up a large party; and residents in the
German Concession have answered to the
call of the blood in a thoroughly self-
sacrificing manner. It is also under-
stood that a number of British residents
have taken compassion on the refugees
and have given up parts of their homes.The officers and crew of the Austrian
cruiser *Kaiserin Elisabeth* arrived in
Tientsin by train from Tsingtao on
Tuesday night, August 25th.Interviewed by a representative of the
Peking and Tientsin Times, one of the
officers stated that the party numbered
301 and that the captain, another officer
and fifteen men had remained with the
ship, which had taken up a position in
the most sheltered part of the harbour,
and would, it was thought, be treated as
a neutral ship by the Japanese. The ship
had not in any way been disarmed, or
of the breech-blocks or any other part of
the vessel interfering with. The officer
gave the interesting piece of news that
the telegraphic order to take these
neutrality precautions had been dated
from Berlin, not Vienna.

PEKING AND THE WAR.

The Chinese correspondent of the *N.Y.*
Daily News at Peking telegraphed on
August 28th:—There are reports concerning the return
of Sun Yat-sen, Chen Chi-nui, Pui Wen-
wei, Chang Kuang-min and other rebel
leaders to Kuangtung and other
Provinces for the purpose of raising the
so-called third revolution in China
against President Yuan. The Central
Government is paying great attention to
this matter, as advices have been received
about the decision of the rebels to avail
themselves of the present opportunity to
strike again, though there is not the least
chance of their success.Special telegrams have been despatched
to the Military Commissioners of Kuang-
tung, Kiangsu, Kiangsi, Hupai and other
provinces to keep the strictest look-out
for rebels and their agents.

THE HONGKONG PRIZE COURT.

With reference to Government Notifi-
cation No. 329 of the 21st August, 1914,
the appointment of Mr. J. W. Lee-Jones
as Marshal of the Supreme Court of
Hongkong, in prize, is cancelled, and His
Excellency the Governor has made the
following appointments in substitution
thereof:—Commander Basil Taylor, R.N., to be
Marshal of the Supreme Court of Hong-
kong, in prize.Commander C. W. M. Beckwith, R.N.,
to be Assistant Marshal and Mr. J. W.
Lee-Jones to be Assistant Marshal and
Official Accountant of the Supreme Court
of Hongkong, in prize.BUILDING REGULATIONS AT
DAIREN.The *Manchuria Daily News*, published
at Dairen, says:—As a precaution against fire, the Kwang-
tung Government laid down the principle
of permitting the erection of no new
wooden buildings in 1910 within the city
limits of Dairen, and has seldom deviated
from the principle. Building costs run up
quite high here on account of this restric-
tion.Some people, who studied the
feasibility of using a cheaper substitute
for either brick or stone, have applied to
the Civil Administration Office for per-
mission to use re-enforced concrete for
covering the exterior of a wooden build-
ing. This mode of building costs less than
the use of stone or brick, and, if per-
mitted once, the example is likely to be copied
by many. The authorities, seeing the
necessity of imposing reasonable restric-
tions on this new style of building, issued
a set of conditions on which this style is
made admissible. They are roughly as
under:—Use of re-enforced concrete as a fire-
protection for frame building is now
under investigation as to its resistant
power, etc. This style of building may be
permitted conditionally as provisional.
The conditions include that the use of
this style is permissible in the residential
district only and in the case of flat build-
ings, each of not more than 50 *taubo*.

GOLD STANDARD FOR DAIREN.

The silver standard in quotations on
the Dairen Staple Produce Exchange has
been retained indefinitely chiefly because
of the difficulty experienced by the
Chinese dealers in changing their
standard from silver to gold. However,
the recent wild fluctuations of silver
owing to the European war brought about
a practical suspension of business through
the awful risks to which all business
transactions in silver were exposed. In
spite of some difficulty, the adoption of
the gold standard must be effected sooner
or later in order to put the market on a
healthy footing. Therefore, the Man-
churian Staple Produce Dealers' Associa-
tion took the initiative in the matter and
put forth a proposition to recommend to
the authorities a fixed date by which the
change of the standard may be accom-
plished. Last Tuesday evening the Com-
mittee of the Association met at the
Yamato Hotel. The Superintendent of the
Staple Produce Exchange also
attended. The meeting passed the
suggestion that all deals on the Exchange
having dates of delivery after October,
1916, should be quoted by the gold
standard.—*Manchuria Daily News*.POPULAR BRITISH ACTRESS FOR
AMERICA.An exceptional theatrical agreement
has been concluded by Mr. George Tyler,
the American theatrical manager, of the
firm of Leibler and Company, New York.
He has secured the exclusive services for a
long term of years, both for America and
for England, of Miss Phyllis Neilson
Terry, the daughter of Mr. Fred Terry
and Miss Julia Neilson. The contract
embodies over fifty-two pages of closely
typed-written matter.Discussing the agreement Mr. Tyler
said it had been his obsession to secure
Miss Terry's services since he attended a
special matinee of "Twelfth Night" at
His Majesty's Theatre four years ago and
saw her make her first appearance as an
unknown actress, whose name on the pro-
gramme was "Phyllida Terson.""The contract," added Mr. Tyler,
"gives me the absolute control for a long
period of years of this young lady's
artistic career. Shakespeare, to be com-
mercially successful, must be either played
by a star cast or by someone who is
able to send over the footlights the atmos-
phere which the author intended. Miss
Terry, in my opinion, embodies that
atmosphere. She strikes the note of glori-
ous youth and beauty combined with
talent. I sincerely believe she is one only
actress in the English-speaking world
who can adequately and sympathetically
play Viola and Juliet, and that she means
to the English-speaking stage what Bern-
hardt means to the French stage. She will
open in New York some time in Novem-
ber, playing Viola in "Twelfth Night,"
and also appearing possibly in a new play
by Mr. Louis N. Parker."

WHAT WE DO.

THE OCCUPATION CENSUS.

A mass of figures concerning the
occupations and industries of England
and Wales appears in a bulky Blue Book,
issued recently, giving the returns for the
1911 census.The police numbered 53,160, or 18.4 per
cent. more than in 1901—one policeman to
every 679 of the population as against one
to 724 in 1901.There was a decline in clergymen of the
Established Church from 25,235 to 24,859,
but Roman Catholic priests increased
from 2,499 to 3,302, or 15.9 per cent.
Throughout Wales (except in Radnor),
clergymen of the Established Church were
outnumbered by their ministers.There were 1,619 painters, sculptors
and artists; 5,110 engravers and 5,921
architects, 16,915 photographers, 47,116
musicians, 9,075 actors and 9,171 actresses.
Organ-grinders, it may be noted, are no
longer reckoned as musicians.The highest proportion of married men
was in the calling of caretakers and office
keepers. Of this class over twenty years
old 892 per 1,000 were married. At the
other end of the scale came farmers' rela-
tives, only 104 per 1,000 being married.
Agricultural labourers are also among the
non-marrying class.Building and works of construction,
which is practically confined to males,
employed 846,127 against 1,942,664 in 1901.
Probably this percentage, says the report,
represents very fairly the actual decline
in the building trades, although the totals
have been considerably affected by differ-
ences in the method of making the returns
at the two censuses.There has been an increase since 1901
among authors, amounting to 22.6 per
cent. for males, and 40.6 per cent. for
females.The largest employed class was domestic
servants (1,302,438); agriculture accounts
for 1,229,555 persons; coal mining 971,236;
and building 817,942.

THE SIBERIAN MAIL.

The Russian Volunteer Fleet steamer
Sinbrik was expected to arrive at
Shanghai from Vladivostok on Wednes-
day last with the mail. The company's
service to Vladivostok is re-established,
says the *N.Y. Daily News*, but for the
time being the steamers will probably
have a naval escort.The mail service between Copenhagen
and Petrograd is in full operation.

INTIMATIONS

CALDBECK,
MACGREGOR & CO.

(ESTABLISHED 1864).

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THE WAR.

(THROUGH REUTER'S AGENCY.)

NAVAL NEWS.

THE RECENT NAVAL ENGAGEMENT.

THE DAMAGE INFLICTED ON THE GERMAN DESTROYERS.

LONDON, September 4th.
4.10 p.m.

The Press Bureau announces that, according to information from a trustworthy source, seven German destroyers and torpedo-boats have arrived at Kiel in a damaged condition. It is understood that the others have sunk in the vicinity of the Canal.

[The Foreign Office message concerning the engagement which took place on August 25th off Heligoland, stated that "although only two of the enemy's destroyers were actually observed to sink, most of the 18 or 20 boats rounded up and attacked were well punished, and only saved themselves by scattered flight." If all but seven are sunk the German loss must be about a dozen destroyers in addition to the three cruisers which were sunk at the same time.]

GERMAN WARSHIPS RAID BRITISH FISHING FLEET.

FIFTEEN FISHING BOATS SUNK.

LONDON, September 5th.
5.45 p.m.

The Admiralty announces that a German Squadron consisting of two cruisers and four destroyers succeeded in sinking fifteen British fishing boats in the North Sea. A quantity of fish was captured and the crew taken to Wilhelmshaven as prisoners of war.

LONDON, September 6th.
1.45 a.m.

The Admiralty announces that all aids to navigation along the East coast may be removed without further notice.

PROGRESS OF THE WAR IN FRANCE.

GERMANS NEGLECTING PARIS AND ATTEMPTING AN ENVELOPING MOVEMENT.

LONDON, September 4th.
6.20 p.m.

A Paris official communiqué states that the movements of the opposing armies near Paris continued to-day without contact. The Germans in the district of Verdun sustained some checks, and the French won fresh partial successes in Lorraine and the Vosges.

LONDON, September 5th.
12.25 a.m.

The Official Press Bureau states that the situation in the French theatre of war has undergone no substantial change. The position of the Allies is well maintained. There are indications that a German movement is developing in an eastward and south-eastward direction.

11.30 a.m.

An official French communiqué says:—"The enemy on our left, apparently neglecting Paris and attempting to execute an out-flanking movement, reached Laferte-sous-Jouarre and has passed Rheims. Proceeding along the west side of the Argonne ridge the manœuvre was unsuccessful."

7.20 p.m.

A Paris communiqué says the enemy is performing a wide converging movement and continues to leave the entrenched camp of Paris on its right, marching south-east.

5.55 a.m.

It is officially announced in Paris that the German enveloping movement on the left appears to be definitely checked.

The fierce bombardment of Mauberge, which is resisting, continues.

The Germans have evacuated the Compeigne and Senlis districts.

GERMANS AGAIN SURPRISED IN BELGIUM.

BELGIANS BAR GERMAN PROGRESS BY OPENING THE DYKES.

LONDON, September 5th.
8.55 p.m.

A strong German Army left Brussels proceeding towards Termonde in order to cut communications between Antwerp and Ostend. The Belgians opened the dykes south-west of Malines and flooded the district. The Germans were completely surprised, but heroically stood in the water and tried to save their guns. The Germans suffered heavy losses from the fire of the Antwerp forts.

SANGUINARY FIGHTING IN AUSTRIA.

RUSSIANS TAKE 5,000 MORE AUSTRIANS PRISONERS.

LONDON, September 6th.
1.45 a.m.

Sanguinary fighting continues on the Lubin-Kholm front where the Austrians have made a fruitless attempt to pierce the Russian lines, losing 5,000 prisoners.

(THROUGH REUTER'S AGENCY.)

THE CONQUERED AUSTRIAN TERRITORIES.

LONDON, September 5th.
5.15 a.m.

The Austrian territories conquered by Russia are being formed into a special province.

ALLIES AND PEACE CONDITIONS.

AN AGREEMENT NOT TO CONCLUDE PEACE SEPARATELY.

LONDON, September 5th.
4.35 p.m.

The Foreign Office announces that the British, French and Russian Governments mutually engage not to conclude peace separately during the present war. The three Governments agree that when the terms of peace come to be discussed none of the Allies will demand conditions of peace without the previous agreement of each of the other Allies.

"FOR THE SANCTITY OF PUBLIC LAW."

LONDON, September 6th.
4.30 a.m.

The Earl of Rosebery, speaking at Broxburn, said:—"We are fighting, not for an acre of territory, but for the sanctity of public law. If we go under it will be for ever, but we are going to win, because all are united in a just cause." His lordship paid an eloquent tribute to the generous emulation of the Dominions.

The following telegrams were published in an "Extra" yesterday:—

GREAT PATRIOTIC MEETING IN LONDON.

STIRRING ADDRESSES BY THE PRIME MINISTER AND MR. BONAR LAW.

LONDON, September 4th.
1.45 p.m.

A great patriotic demonstration was held at the Guildhall to-day. The Right Hon. H. H. Asquith, the Prime Minister, received a magnificent ovation. The Lord Mayor (the Right Hon. Sir T. Vansittart Bowler) presided, and the Premier was also supported by the Rt. Hon. Winston Churchill (Secretary of State for the Navy), who was loudly cheered on entering the hall, and by other members of the Cabinet and the Opposition Front Bench.

Mr. Asquith said that 3½ years ago he addressed in the Guildhall a gathering of citizens to celebrate and approve a joint declaration by the two great English-speaking States that in future any difficulties between them should be settled, if not by agreement, at any rate after judicial enquiry and arbitration, but never by war. They were not sanguine enough then to think or hope that the era of war had been brought to a close, still less were they prepared to anticipate the terrible spectacle that now confronted them—a contest which for the number and importance of the Powers engaged, the scale of their armaments and armies, the width of the theatre of conflict, the outpouring of blood and loss of life, the incalculable toll of suffering levied upon non-combatants, the material and moral losses accumulating day by day, but in the highest interests of civilisation, a contest which in every one of these aspects was without precedent in the annals of the world. They were very confident three years ago in the righteousness of their position. "We are equally confident in it to-day, when reluctantly and against our will, but with clear judgment and clean conscience we find ourselves involved with our whole strength and power in a bloody arbitrament between right and wrong. (Loud cheers.) What would be our position to-day as a nation if we had been base enough, through timidity, through perverted calculation of self-interest or through paralysis of the sense of honour and duty, to be false to our word, and faithless to our friends? The British people would have been standing by with folded arms and with such countenance as we could command while a small and unprotected State, in defence of her vital liberties, made a heroic stand against an overweening, overwhelming force; we should have been admiring, as detached spectators, the siege of Liege and the steady, manly resistance of the small Belgian army; we should have seen the occupation of their capital and the gradual forcing back of the patriotic defenders to the ramparts of Antwerp; the countless outrages suffered; the buccannery levies exacted from an unoffending civil population; and, finally, the greatest crime committed against civilisation and culture since the Thirty Years' War—the sack of Louvain, a shameful holocaust of irreparable treasures lit up by blind, barbarian vengeance. (Loud cheers.) What account would the Government and people have been able to render to the tribunal of national conscience and sense of honour if in defiance of our pledged solemn obligations we had endured—if we had not done our best to prevent, aye and to avenge, these intolerable wrongs? Sooner than be a silent witness of this tragic triumph of force over law, of brutality over freedom. (Loud cheers.) The violation of Belgian neutrality was the first step in a deliberate policy of which the ultimate and not far distant aim was to crush the independence and autonomy of the Free States of Europe—first Belgium, then Holland and Switzerland, countries like our own, imbued with and sustained by the spirit of liberty. One after another they were to be bent to the yoke. And these ambitions were fed and fostered by a new philosophy, by professors and learned men. Free and full self-development—which, to those small States, to ourselves, to our Dominions, and to our kinsmen across the Atlantic, was the well-spring and life-breath of national existence—was the one capital offence in the code of those who made force their supreme divinity, and upon its altars were prepared to sacrifice both the gathered fruits and the potential germs of the unfettered human spirit. This was not merely a material, it was also a spiritual conflict. (Cheers.) Upon its issue everything that contained promise and hope, that led to emancipation and a fuller liberty for the millions who made up the mass of mankind, would be found sooner or later to depend."

The Prime Minister eulogised the exertions of Sir Edward Grey in the cause of peace. Had his proposals for a mediating conference between Germany, France, Italy, and ourselves been accepted the actual controversy would have been settled with honour to everybody, and the whole of this terrible war would have been avoided. "With whom does responsibility rest for the refusal, for all the illimitable suffering now

(THROUGH REUTER'S AGENCY.)

confronting the world?" the Prime Minister asked. "With one Power, and one Power only. That Power is Germany. (Loud hisses.) Germany is the fountain and origin of this world-wide catastrophe. (Cheers.) In the hope of peace we had persevered to the end, straining almost to breaking point our most cherished friendship and obligations, but at last we reached the dividing line which made or marred a nation worthy of the name. Then, and only then, did we declare for war. Did any in the whole Empire blame or repent our decision? (Loud cries of "No.") Then we must steel ourselves to the task and in the spirit animating our forefathers, in the struggle against Napoleon, we must, we shall, persevere to the end. (Loud cheers.) While it would be a criminal mistake to under-estimate the magnitude of the fighting quality or staying power of the enemy, it would be equally foolish and indefensible to belittle our own force. There was happily little more to be done as regards the Navy. It did not flatter it when he said its superiority was equally marked in every department and in every sphere of its activity. We relied on it with the most absolute confidence. It had hunted the German mercantile marine from the high seas, and when a few German cruisers still infesting the distant ocean had been disposed of, as they would be very soon, the Navy would have achieved for British and neutral commerce a security as complete as it ever enjoyed in days of unbroken peace."

Now as regards the Army, there was a call for new, continuous and united effort. We had not merely to replace wastage caused by casualties; we had to enlarge the scale of the Army, increase its numbers and multiply many times its effectiveness as a fighting instrument. Our self-governing Dominions, throughout the Empire, without any solicitation on our part, demonstrated with a spontaneousness and unanimity unparalleled in history, their determination to affirm their brotherhood with us and to make our cause their own. (Cheers.) Canada, Australia, New Zealand, South Africa, Newfoundland, children of the Empire, assert, not as an obligation but as a privilege, their right and their willingness to contribute money, material, and what is better than all, their strength, their sinews, their fortunes and the lives of their best men. (Cheers.) India, too, with not less alacrity, has claimed her share in the common task. (Cheers.) Every class and creed, British and native, Princes and people, Hindoos and Mohammedans, vie with one another in noble, emulous rivalry. (Cheers.) Two divisions of their magnificent Army are already on the way. (Cheers.) We welcome with appreciation and affection their proffered aid; and in an Empire which knows no distinction of race or class, where all alike are subjects of the King-Emperor, are joint, equal custodians of our common interest and fortunes, we here hail with profound and heartfelt gratitude their association side by side, shoulder to shoulder, with the Home and Dominion troops, under the flag which is a symbol to all of a unity that the world in arms cannot sever or dissolve. (Loud cheers.) Immediately after mobilisation Lord Kitchener issued his call for a hundred thousand recruits. This has been followed by a second call. The response up to to-day gave us between 250,000 and 300,000 men. (Loud cheers.) No fewer than 42,000 Londoners had been accepted. We wanted more men, men of the best fighting quality, and prompt provision would be made for the incorporation of all willing and able men in the fighting forces of the King. Wherever possible men desiring to serve together would be allotted to the same regiment or corps, and the raising of battalions by counties and municipalities would everywhere be encouraged. No less urgently they wanted a larger supply of ex-non-commissioned officers and men who were asked to give up their regular employment and return to work which they alone were competent to do. Employers might surely assure to such men reinstatement at the end of the war. (Cheers.) He appealed also to retired commissioned officers to come forward and take their places in training the new Army."

He would only say regarding the actual progress of the war that in every direction there was abundant ground for pride and comfort. We were watching the fluctuation of the early stages of a protracted struggle. We must learn to take long views and cultivate patience, endurance, and steadfastness. Let us realise we are fighting as a United Empire in a cause worthy of the highest traditions of the race.

Mr. Asquith concluded:—"Let us keep in mind the patient, indomitable seamen never relaxing for a moment their stern vigil on the lonely seas; let us keep in mind our gallant troops who to-day, after a fortnight's continuous fighting, under conditions which try the mettle of the best Army that ever took the field, maintain not only an undefeated but an unbroken front. (Loud cheers.) Finally, let us recall the memories of the great men, the great deeds of the past; let us not forget the dying message of the younger Pitt, his last public utterance in the Guildhall itself. "England has saved herself by her exertions, and will, as I trust, save Europe by her example." The England of those days gave a noble answer to his appeal, and did not sheathe the sword until, after nearly twenty years' fighting, the freedom of Europe was secured. Let us go on and do likewise. (Loud and prolonged cheering.)

MR. BONAR LAW ON GERMANY'S "ACCURSED SYSTEM."

Mr. BONAR LAW, who was loudly cheered, said this war was one of the greatest crimes in history. The head of the German Government had only but to whisper the word "Peace" and there would have been no war. He did not speak that word; he had drawn the sword, and may the accursed system for which he stands perish by the sword! (Loud cheers.) As Cromwell said to his Ironsides, we know what we are fighting for and we love what we know. The German nation had allowed itself to be organised as a Military machine which recognised no law except the law of force. It was against that we were fighting to-day. Mr. Bonar Law denounced Germany for breaking treaties and committing atrocities. The destruction of Louvain proclaimed in trumpet tones what German methods were. The British people only required to realise the issue to make them fight in the spirit of their fathers. The Germans had called us a decadent nation, but did they say that to-day? (Loud cries of "No.") The long battle beginning at Mons gave the answer. (Loud cheers.) He appealed to the patriotism of those able to fight and to those compelled to remain behind. Let us as a nation realise our obligations.

Mr. BALFOUR then rose in response to prolonged cries. He said that the Prime Minister and Mr. Bonar Law had symbolised the unity of the Empire. That unity must produce irresistible pressure on the course of the war. If, which is unthinkable, we shrink from the final issue before gaining our end, then slowly but with absolute certainty we shall have fallen from our high state and then be little more than subservient vassals to a State which knows how to create power but is utterly ignorant of how to use it. (Loud cheers.)

The gathering demanded a few words from Mr. CHURCHILL, whose rising was greeted with great enthusiasm. He said the country could rely upon the strength and efficiency of the Navy which enabled us to draw the means of life and power from the uttermost ends of the earth and would give us time to create powerful Military forces. "You have only to go right on and at the end of the road, be it short or long, victory and honour will be found." (Loud cheers.)

A resolution supporting Mr. Asquith's appeal was carried amid enthusiastic cheering, the vast audience singing the National Anthem and giving rousing cheers for the King, and the Army and Navy. The cheering never ceased till the gathering dispersed.

All the papers welcome Mr. Asquith's trumpet call to arms as again demonstrating the perfect unity of the British race in face of an unexampled danger.

SIR EDWARD GREY ON THE IMMORALITY OF PRUSSIAN MILITARISM.

LONDON, September 5th.

Sir Edward Grey, writing to a meeting at Berwick, said the progress of the war had revealed the terrible immorality of Prussian militarism. That overcome, a brighter day would dawn for the Empire, compensating for the awful sacrifices of the war.

FRENCH PROTEST TO THE POWERS.

LONDON, September 5th.
2.40 a.m.

France has protested to the Powers against Germany's conduct of the war, which, France says, constitutes the negation of all international law.

PROMOTING FOREIGN TRADE.

LONDON, September 5th.
5.15 a.m.

Mr. Lloyd George announces that after consultation with leading traders and bankers, arrangements have been made to promote foreign trade by assisting acceptors of approved bills to meet their liabilities.

PUBLIC HOUSE CLOSING TIME IN LONDON.

LONDON, September 5th.
5.15 a.m.

The public houses in London are closing at 11 p.m. during the war.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

NEW ADVERTISEMENTS

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (MONDAY), the 7th day of September, 1914, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Sale	Locality	Boundary Measurements (Approximate)	Contents	Upset Price
1st Lot	Adjoining Island Lot No. 204, Tai Hang.	50' 50' 42' 42'	2,100' about	630
2nd Lot	Adjoining Island Lot No. 204, Tai Hang.	50' 50' 41' 41'	2,075' about	625

Hongkong, 7th September, 1914. [1115]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 14th day of September, 1914, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor, of Two Lots of CROWN LAND at Nathan and Jordan Roads, Kowloon, and One Lot at Shaikwan Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

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1st Lot	Adjoining Island Lot No. 204, Tai Hang.	50' 50' 42' 42'	2,100' about	630
2nd Lot	Adjoining Island Lot No. 204, Tai Hang.	50' 50' 41' 41'	2,075' about	625

Hongkong, 7th September, 1914. [1116]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship "KUTSANG," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon the 7th inst. will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, 5th September, 1914. [11]

THE ROYAL MAIL STEAM PACKET COMPANY.

The Steamship "CARNARVONSHIRE" FROM PORTLAND, SEATTLE AND JAPAN.

THE above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo impeding discharge or remaining on board after 6th inst. will be landed at Consignees' risk and expense and delivery must be taken from the hazardous and/or extra hazardous Consignees of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No Claims will be recognised after the Goods have left the Steamer or Godowns, and all Goods remaining undelivered on 12th inst. will be subject to rent.

All chafed and otherwise damaged Cargo must be left in Godown and examination of same will be held on 12th inst. at 9.30 A.M.

All Claims must be presented on or before 15th inst. otherwise they will not be recognised.

JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 5th September, 1914. [49]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 25th September, both days inclusive.

DOUGLAS LAFRAIK & Co., General Managers, Hongkong, 5th September, 1914. [1114]

INTIMATIONS

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per Share for the Six Months ending 30th June, 1914, will be Payable TO-DAY (MONDAY), 7th September, 1914, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 4th September, to MONDAY, the 7th September, both days inclusive.

SHEWAN, TOMES & Co., General Managers, Hongkong, 1st September, 1914. [1098]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of September, 1914, at Noon, when the subjoined resolution, which was passed at the EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation held on the 22nd day of August, 1914, will be submitted for confirmation as a Special Resolution:—

That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 75, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 75, 77 and 78, namely:—

ARTICLE 75.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year" ending the 30th June and the "31st December, shall make a General Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

(h) That the word "Half" be struck out of the 15th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and" be struck out of lines 4 and 5 of Article 176, and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

By Order of the Court of Directors, A. G. STEPHEN, Acting Chief Manager, Hongkong, 24th August, 1914. [1065]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED "MASSEUSE" (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision. Address—NOMURA HOTEL, 15, 16 and 17, Connaught Road, Telephone No. 400, Hongkong, 30th July, 1914. [992]

INTIMATIONS

LANE, CRAWFORD & Co.

ESTABLISHED 1850.

TELEPHONE 1741.

A NEW STOCK OF "OAKMORE"

MARCHING BOOTS

IN BLACK AND BROWN ENGLISH LEATHER.

THE LARGEST SELECTION OF BOOTS

AND SHOES

IN THE COLONY.

THE LATEST ENGLISH AND AMERICAN SHAPES.

From \$10.00 to \$15.00 per pair.

LANE, CRAWFORD & CO.

[39]

NOTICE.

WE HAVE Opened a Branch in Canton, and Mr. G. E. HUYGEN has been authorized to Sign our Firm from 1st September.

W. A. HANNIBAL & Co. Hongkong, 31st August, 1914. [1090]

WANTED.

CAPABLE GIRL STENOGRAPHER for local firm; able to take English dictation quickly and correctly. Giving experience and Salary required.

Reply—Care of "Daily Press" Office, Hongkong, 5th September, 1914. [1109]

HONGKONG TRAMWAY COMPANY, LIMITED.

SHAREHOLDERS who wish to give their support to the resolutions unanimously passed at the Meeting of Shareholders held in the City Hall, on the 1st day of August, 1914, to transfer the Directorship of this Company to Hongkong are requested to communicate with the undersigned with a view to their giving proxies to vote at the Meetings for the furtherance of the said Resolutions.

JOHNSON, STOKES & MASTER, Prince's Building, Hongkong, Hongkong, 5th September, 1914. [1108]

NOTICE.

AT A PUBLIC MEETING held at the CHAMBER OF COMMERCE Rooms on the 2nd instant, a Committee was appointed consisting of the following Gentlemen:—

Mr. A. H. BARLOW, Mr. C. P. HAY, Mr. P. H. HOLYOAK, Mr. R. SUTHERLAND, Mr. W. M. HUMPHREYS,

to consider the question of taking steps for the protection of the interests of those concerned in respect of Cargo on board German and Austrian Steamers en route to and from Hongkong.

Firms concerned in such shipments (not hypothecated to one of the local Banks) are invited to furnish particulars of same to the undersigned.

The necessary forms will be supplied on application. G. C. MOXON, Secretary, German and Austrian Steamers Cargo Committee, 5, Queen's Building, Hongkong, 4th September, 1914. [1105]

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENCE AT THE OUTPORTS,

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG WEEKLY

PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT,

Subscription, paid in advance,

\$12 per annum. Postage

\$2 to any part of the World

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work. We Guarantee our Qualifications, but ask our Price, which is standard and reasonable. Bring us up and come to an arrangement before the chance is lost.

H. E. VICTOR, Manager, 6, Des Vaux Road Central (First Floor), Telephone No. 650, Hongkong, 15th May, 1914. [710]

JUST RECEIVED

SMALL Supply of ONE AND ALL'S SEEDS.

GRACA & CO. Pudding St. (Hongkong Hotel Building), Hongkong, 29th August, 1914. [888]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry, Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOOKE STREET (2nd St. West of Central Market), Telephone No. 515. [45]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... \$1,500,000 at 2/- = \$15,000,000
Silver ... \$18,000,000
\$33,000,000
Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENSON, Esq.—Deputy Chairman.
S. H. DODWELL, Esq., P. H. HOLYOAK, Esq., G. T. M. EDKINS, Esq., J. A. PLUMMER, Esq., C. S. GUBBAY, Esq., Hon. Mr. E. Shellim.

CHIEF MANAGER:

Hongkong—N. J. STARR.

ACTING MANAGER:

Shanghai—J. D. SMART.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.

For 3 months, 2½ per cent. per annum.

For 6 months, 3½ per cent. per annum.

For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager, Hongkong, 24th August, 1914. [1115]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Acting Chief Manager, Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 38, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Shanghai, Yokohama, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Singapore, Sookhama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,440,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorized Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital ... Fl. 17,407,000 (£1,450,580)
Reserve Fund ... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS DRAGONS BANK, SWISS BANKERS.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 8, Des Vaux Road Central, Hongkong, 3rd October, 1913. [2]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... £1,500,000
Subscribed ... 1,125,000
Paid-up ... 562,500
Reserve Fund ... 465,000

BANKERS: BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager, Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager, Hongkong, 6th June, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000
Capital Paid-up ... 7,499,250
Reserve Funds ... 3,450,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy, Kienyang, Shanghai, Batavia, Kobe, Singapore, Bombay, London, Swatow, Calcutta, Manila, Taichu, Canton, Moji, Tainan, Dairen, Nagasaki, Takow, Foochow, Newchwang, Tientsin, Hongkong, New York, Tokyo, Kagi, Osaka, Yokohama, Keelung, San Francisco, Etc.

HONGKONG OFFICE.

8, Des Vaux Road.

Interest allowed on Current Accounts.

Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager, Hongkong, 19th February, 1914. [648]

TO LET

• TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road). Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 5th September, 1914. [1101]

TO LET.

OFFICES, in St. George's Building, Second Floor, from 1st October. Apply to—SHEWAN, TOMES & Co. Hongkong, 29th August, 1914. [1087]

TO LET.

From 1st September, 1914. IN CANTON on SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd. Apply to—DAVID SASSOON & Co., Ltd. Hongkong, 5th August, 1914. [1017]

TO LET.

RAVENHILL EAST, Park Road, containing 3 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November. Apply—DEACON, LOOKEE, DEACON & HARTSON, Hongkong, 3rd September, 1914. [1101]

TO LET.

No. 4, CLIFTON GARDENS (17, Conduit Road). GODOWN, 23, Wanchai Road. GODOWN, No. 4, New Praya, Kennedy Town. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st September, 1914. [1061]

TO LET.

No. 7, KNUTSFORD TERRACE, Kowloon. Apply—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st September, 1914. [1091]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd. Hongkong, 1st September, 1914. [838]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired. "ABERTHOLWYN," Peak Road. Six-Roomed House, completely furnished. Immediate occupation if desired.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings, Hongkong, 29th August, 1914. [1033]

TO LET.

FILATS "WILDBELL," No. 147, Wanchai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters. "THE NET," No. 88, Peak. Apply to—SANG KEE, Care of COMPTON & DEPARTMENT, HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, 9th July, 1914. [924]

TO LET.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—H. M. H. NEMAZEE, Hongkong, 24th July, 1914. [968]

TO LET.

OFFICES in Hotel Mansions, From 1st September next. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 6th July, 1914. [915]

TO LET.

HOUSE, No. 3, ORMSBY TERRACE, Kowloon. Apply to—SPANISH DOMINICAN PROCUSSION, Hongkong, 28th August, 1914. [1056]

TO LET.

W. & A. J. Napier
The Wine Merchants of the East

W. & A. J. Napier
JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

WHITELEYS
THE LARGEST
BRITISH STORE
IN THE WORLD
Illustrated General Catalogue
(1,250 Pages) Mailed Free
WHITELEYS
LONDON & W.
BY SPECIAL APPOINTMENT
TO H.M. THE KING
WM. WHITELEY LTD.

STUHR'S
CAVIARE
FILLETED ANCHOVIES
(in Brine)
ANCHORY PASTE.
Sold by all High-Class Provision Dealers.
G. F. STUHR & CO., Hamburg.
Indents through European Exporters only.

SANTAL MIDY
These tiny Capsules — superior
to Copalba, Cubebae, and Injections —
CURE the same dis-
eases as these drugs in
FORTY-EIGHT HOURS
without inconvenience.
Each Capsule bears the name. **(MIDY)**
Paris, 8, rue Vivienne
Sold by all Chemists.

THE NEW FRENCH REMEDY
THERAPION No. 1
CURE FOR ALL THE DISEASES OF THE
THERAPION No. 2
CURE FOR ALL THE DISEASES OF THE
THERAPION No. 3
CURE FOR ALL THE DISEASES OF THE
SEE THE NEW REMEDY IN THE
FREE BOOK TO BE HAD FROM THE
HONGKONG OBSERVATORY, 175
INSIST ON HAVING THERAPION.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 6th

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.59	29.63	29.55
Temperature	85	80	89
Humidity	56	81	62
Wind Direction	East	West	West
Force	4	4	3
Weather	0	b	b
State			

Highest open air Temperature on 5th. 86
Lowest open air Temperature on 5th. 79

JAPAN'S TEXTILE INDUSTRY.

THE CRITICISM OF CONDITIONS.

Lately there has been a good deal of criticism going about of Japan's factories by both native and foreign critics. Among the former Mr. Abe Isoo is the most vigorous. He is also one of a very small band, for though those who do criticise are trenchant enough, it is so rarely that the most abominable conditions can excite any indignant interest that one is fain at times to doubt the Japanese capacity for democratic feeling. According to Mr. Isoo, each mill loses eighty per cent. of its operatives every year. He also gives appalling percentages of those who return to their village homes consumptive and of those who do not return at all. Nearly every girl with any spirit and good looks, he says, goes as a tea-house waitress—a profession between which and prostitution no definite line can be drawn.

Of foreign critics Miss Violet Markham appears to be the most competent. She is not so statistical as Mr. Isoo, but her descriptions bear a better impress of reality. Her facts, however, are mostly the well-known ones. The mills work practically all the time by means of two shifts. The great majority of the operatives are young girls, who are recruited in the villages and sign on for three years. It may be noted here that the magistrates deal pretty severely with breach of contract by female employees. These are housed or rather herded together in dormitories, where the double-shift system enables a Box-and-Cox arrangement to be carried out, each sleeping quilt, or futon, serving for two girls. Needless to say, the windows are shut all the time, and the place gets little chance of being dusted and aired; so it is not surprising that phthisis sometimes runs through such places like an epidemic. The conditions of labour, too, are not far removed from slavery, so long as the Japanese law permits girls to contract themselves for a term of years to brothel-keepers it can hardly be expected to restrict them in their contracts with millowners.

It is clear that Mr. Isoo's statistics do not quite agree with Miss Markham's description, for if most of the girls are on three year indentures, it is obvious that 80 per cent. of the employees cannot leave their employment annually. However, there is a good deal of free labour, and Miss Markham says that where the girls live out there is more appearance of health, energy and self-respect. Probably Mr. Isoo's figures are correct enough in respect of the free labour, which is exceedingly unstable. Even when conditions are good, the Japanese worker soon gets bored and goes off for a change. But I rather doubt whether Mr. Isoo carried out his investigations in person. Miss Markham did, and had some difficulty in gaining an entrance to the mills. She was perhaps a little harsh in her comment about the two days off a month, which the operatives are allowed more for the sake of the machinery than for their own, she says. But these two days are usual among all Japanese workers—the 1st and the 15th—but they are always willing to abandon them in favour of keeping Sunday.

Most significant is it that in some prefectures the local authorities have forbidden recruiting of female labour for the cotton mills, and even in this land of dutiful but superfluous daughters the recruiting agents are beginning to find a good deal of difficulty in fulfilling their contracts. The natural consequence of such a factory system as this follows; the number of hands employed per 1,000 spindles is nearer the Indian than the Lancashire standard, and coarse counts are all they can spin.

SHORT-TIME MOVEMENT.

The slump did not come so early as was expected. All last year there was quite a boom in mill building, while China, in spite of revolutions, did its duty (and continues to do it) nobly. Nevertheless the inevitable has happened: production has gone ahead of demand, and prices have come down. Coarse Kanaguchi yarns are quoted at 100 yen—the lowest price by several yen on record—and the higher counts have been quick to follow suit. However, the leading mills have contracts well forward, and though a short-time movement is being organised, it may not improbably fall through. So far only one considerable yarn merchant has failed as a direct effect of the slump, though several small men have gone. The banks have mostly become stricter in the conditions on which they advance money, and speculative traders, as usual, think these precautions are both insulting to themselves and unpatriotic. In the short time movement much is supposed to depend on the attitude of the Kishiwada mill, which is looked well forward on Hongkong orders, the market there not being so depressed as that of Shanghai.

It was early in April that the demand began to fall off, and the N.Y.K. found its two additional steamers on the Shanghai run no longer necessary, while since then it has become impossible to fill the regular boats. But during April the cotton mills beat a record with an output of 152,069 bales. This is an excess of more than 25,000 bales over the amount spun in April, 1913. At that time fears were entertained that not more than 40,000 bales could be put on the China market a month. China's consumption has, however, expanded to 50,000 bales, and the last monthly return at the beginning of a decline showed 47,543 bales. Just now there is a general depression in trade, with congested stocks of nearly everything, and among textile industries it was only to be expected that the mouseline weavers should find themselves in difficulties. Their difficulties are indeed chronic. The industry was planted here by means of a prohibitive import duty and a bounty on imports of raw wool.

AT YOUR SERVICE.

High quality goods, prompt and courteous service, combined with moderate charges, have enabled us to build up an organisation which controls the best equipped store in HONGKONG.

This organisation is at your service whether for articles of apparel for

LADIES', GENTLEMEN'S OR CHILDREN'S WEAR.

WE SOLICIT YOUR INQUIRIES.

WM. POWELL, LTD.,

HIGH-CLASS OUTFITTERS AND FURNISHERS.

Among the finer woollen goods it was the only one in which any success was achieved even with this encouragement.

Presently the joyful news was proclaimed that imports of mouseline had been "entirely checked," then a triumphal pean heralded the first shipment abroad. Since then something seems to have gone wrong. The trial shipment was not followed by extensive orders, for protection is of no avail on the foreign market, and Japan suddenly found itself with more mouseline than it could wear. There was a negotiation for a combine, but the better companies told the worse rather plainly that the latter were only parasites on the trade, hampering the efficient factories. Hard times have, however, driven them into fellowship—though not into amalgamation—and, after a conference which lasted the whole night, they have agreed to reduce their output by 50 per cent. from June 1st, and each will watch the others as a cat watches a mouse. At the present price of 28 sen a yard the weavers are said to be losing 4 sen, and wool is going up in price.

There is a coarse serge used by rickshaw-men for their tight trousers, and such like unornamental purposes, which seems to be comparatively free from the prevailing depression; but even in this line makers have taken to sending customers larger quantities than they ordered on the chance that they will accept; so it looks as though the home market monopoly was on the point of being over-supplied in this line also. However, there is a large outlet for superfluous serge making energy in the manufacture of qualities suitable for European style clothes. Up to the present manufacturers have failed to seize the opportunity here presented, and no duty seems to be high enough to keep out English cloths. I suspect it is only because officials nowadays are expected to dress in European style that the duty is kept down to about 40 per cent. ad valorem. —*Indian Textile Journal.*

A DEFENCE OF THE ENGINEER.

Appropos of the partial failure of three concrete bridges in the Philippine Islands, the Chief Engineer, P.W.D., sent the following letter to the *Quarterly Bulletin* of his Department:—

"It is obviously impossible to hold the individual engineer financially responsible for mistakes or failures. A single error of judgment on his part may cost more than his entire salary of a lifetime. Nor is it customary in any part of the civilized world to hold a professional man financially responsible. A captain loses his ship, but he does not reimburse the owner for the loss, nor does he lose his standing as a captain unless investigation shows him to have been negligent in his duties. The average lawyer must of necessity lose at least 50 per cent. of his cases; but he does not reimburse his clients for their financial loss even though their cases may have been lost through his ignorance or incompetence. The doctor loses many cases; but he makes no financial reimbursement for his mistakes, though he may lose both prestige and practice if his mistakes are too frequent or too well-known. Architects and engineers are required to design fireproof structures; but no one would think of holding them financially responsible for damages caused by fire.

There is a curious popular misconception that engineering is an exact science and therefore an engineer should make no mistake. Nothing could be further from the truth. As well say that because the rules for computing interest are exact, the business man should make no mistakes or failures. In fact, the very engineering formulas used for computing the size of a beam, the flow of a river, or the bearing value of a pile are based on assumptions that are only approximately true and in some cases may be as much as 50 per cent. in error. The results obtained by their use depend entirely on the skill, experience, and judgment of the engineer who applies them. He must select the constants to be used just as a business man must from his general knowledge decide whether a certain enterprise will pay 2 or 20 per cent. on the investment.

An engineer pits his training, experience, and skill against the unknown in

nature. His structures must stand against flood, typhoon, earthquake, fire, and decay. In addition to these unknown quantities he must also provide against the uncertainties of imperfect workmanship, variable character of materials used and the vagaries of four-dations, as well as the use and abuse to which his structures may be subjected during their life.

"In the beginning, engineers untaught by experience and unskilled in technical knowledge provided against all unknown factors by building structures five, ten, twenty, or even a hundred times as strong as they really needed to be. In those days expense was a secondary matter. In the present day, from a business point of view, the best engineer is the one who can secure the largest useful return per dollar invested.

The general public should understand that it requires no engineering skill to build structures of such enormous proportions that there is no possibility of failure. It does require engineering skill, however, to so design and plan structures as to get reasonably safe and satisfactory results with the least amount of expenditure.

It takes no small degree of courage for an engineer to assume the risks necessary for true economical design and construction, knowing as he knows that the probable failures incident to such policy are likely to bring upon him an intelligent and unjust criticism which, in the case of a young engineer, may even ruin his reputation. It is the province and policy of the Bureau of Public Works as an organization to protect its engineers from such unjust criticisms. This does not mean that incompetency, gross errors, or ignorance of correct principles will be condoned. It does mean that legitimate business risks intelligently assumed will not be held against any engineer in the service."

SHANGHAI TRADE.

Messrs. Hbert & Co.'s latest piece goods market report says:—

There have been no auctions this week, not because of total absence of buyers, but owing to a dispute involving a certain amount of "face" that has arisen with the Auction Dealers' Guild, and appears to be amicably arranged so the auctions can be resumed next week.

Clearance of goods from stock continues upon a fair scale considering the smallness of any export movement, and the consequent difficulties of the native money market.

Any action by Japan and the Allies, Tsingtao, may have a disturbing effect upon the Shantung market for a time, but so long as operations are restricted to the Tsingtao territory, and the natives begin to realise that this is so, their fears may quickly become dissipated.

As to the rest, the situation is "upon the knees of the gods."

SHIPPING REPORTS.

The British str. *Katsung* reports: Moderate S.W. monsoon, rather rough sea.

The British str. *Huigang* reports: Moderate winds and sea with fine clear weather.

PASSENGERS.

ARRIVED.

Per *Onufu*, from Yokohama, Mr. H. MacCullum.
Per *Chinhua*, from Manila, Mr. and Mrs. Williams and Miss G. Williams.
Per *Huigang*, from Amoy, etc., Miss C. Arthur, Miss K. Ferries, Mr. Perry, Mr. G. Thomas and Mr. Huburg.
Per *Katsung*, from Calcutta, etc., Mrs. Logan, Major and Mrs. Shipman, Mr. and Mrs. Pulker, Capt. Blair, Capt. Spicer and Mr. Jonson.

DEPARTED.

Per *Onufu* Maru, for Australia, etc., Mr. and Mrs. Levasseur, Mr. T. Ide, Mr. Montague, Mrs. C. Williams, Mr. C. G. Y. Barquez, Mr. Walton, Prof. and Mrs. Moore, Miss Moore, Dr. F. L. Sarinas, Mr. J. J. Osario, Mr. J. B. Godkin, Miss A. Beers and Mrs. Raymond.



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Victor
Records

THE LATEST
AMERICAN
AND
CONTINENTAL
SUCCESSSES.

INSPECTION INVITED.
EXCLUSIVE DISTRIBUTORS:

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INDO-CHINA BRICKS, TILES, PIPES
COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

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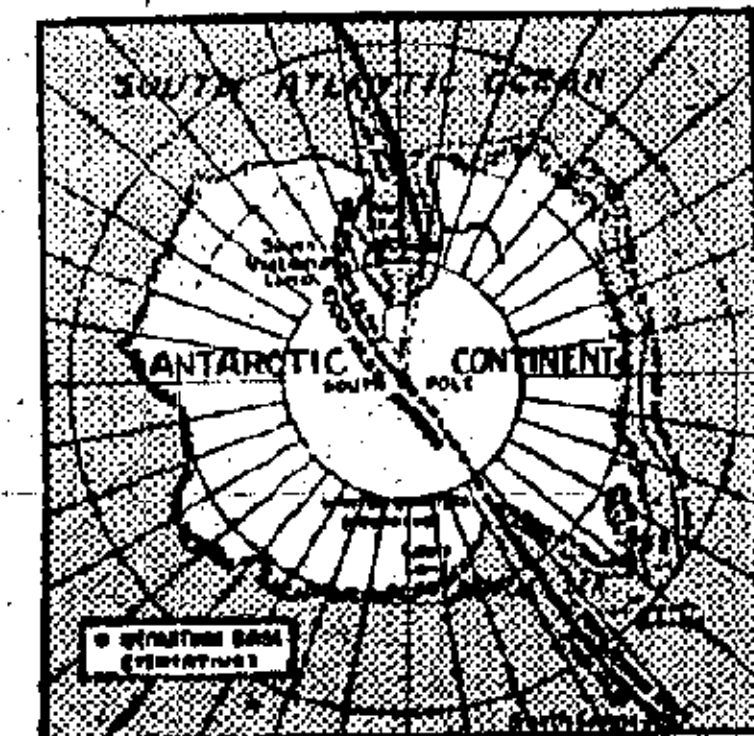
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ALWAYS IN STOCK.

[1049-2]

Sir Ernest Shackleton's Route

1,700 miles
across the South
Pole from sea
to sea.



WRITING to the agent
entrusted with the pur-
chasing of the stores
for the forthcoming Imperial
Trans-Antarctic Expedition,
Sir Ernest Shackleton uses
these words:—

"The question of the concentrated
beef supply is most important—
it must be Bovril"

Men who trust their lives to
their food, take no risks, and
Sir Ernest Shackleton, planning
this expedition with as intimate

a knowledge of stores as of
ice and snow, has recognised
the scientifically proved value of
Bovril.

SHIPPING IN PORT.

STEAMERS.

ALBANA, British str., 2,468, Wm. Dunbar, 25th August—Chingwantao 18th August, Coal—Dodwell & Co.
CHENAN, British str., 1,355, W. L. Jones, 4th September—Shanghai 28th August, General.—Butterfield & Swire.
CHOYANG, British str., 1,424, S. Finderson, 1st September—Swatow 27th August, General.—Jardine, Matheson & Co.
DRUFAR, Norwegian str., 1,103, Jensen, 1st September—Bangkok 25th August, Rice.—Chinese.
FUKUI MARU, Japanese str., 3,097, Miyaoka, 2nd September—Mojji 25th August, Coal—Mitsui Bussan Kaisha.
HANGCHOW, British str., 899, Wake, 30th August—Seigon 25th August, Rice.—Butterfield & Swire.
HEIJUN MARU, Japanese str., 1,957, 1st September—Seigon 28th August, Ballast—Mitsui Bussan Kaisha.
KJELD, Norwegian str., 910, Hellesoe, 27th August—Bangkok 18th August, Rice.—Chinese.
KWANOSSE, British str., 1,228, G. G. Spinke, 31st August—Seigon 26th August, Rice.—Butterfield & Swire.
LINDLEDALE, British str., 2,198, Farfor, 1st September—Durban 31st July, General.—Dodwell & Co.
HACHING, British str., 1,967, W. C. Passmore, 4th September—Swatow 3rd September, General.—Douglas Lapsar & Co.
MOROWA, British str., 3,312, Goswood, 2nd September—Liverpool 25th July, General.—Butterfield & Swire.
PHRA NANG, British str., 1,022, H. Flashman, 28th August—Hoifow 28th August, General.—Order.
SEKERNES, British str., 2,696, J. W. Angers, 26th August—Woosung 22nd August, Coal and General.—Dodwell & Co.
SWANLEY, British str., 2,308, Steele, 27th August—Woosung 22nd August, Coal.—Admiralty.

TAIWAN MARU, Japanese str., 1,145, M. Sawada, 2nd September—Kwang Yen 25th August, Stone—Shewan, Tomes & Co.
TALHYTHUS, British str., 6,522, F. Williams, 1st September—Manila 30th August, General.—Butterfield & Swire.
TELEMACHUS, British str., 1,350, Fraser, 25th August—Seigon 24th August, Rice.—Chinese.
TUNGSHING, British str., 1,120, L. Hussey, 3rd September—Seigon 30th August, Rice.—Jardine, Matheson & Co.
WAIRING, British str., 1,170, S. Wilde, 4th September—Hongkong 31st August, Coal.—Jardine, Matheson & Co.
WIMBORON, British str., 2,436, Cantell, 26th August—Woosung 22nd August, Coal—Dodwell & Co.
YUNNAN, British str., 1,236, W. French, 3rd September—Tientsin 26th August, General.—Butterfield & Swire.

HONGKONG TIDE TABLE.

From 7th to 15th September, 1914.

		HIGH WATER		LOW WATER	
Days of Week	Date	H'kong. Mean Time	Height	H'kong. Mean Time	Height
Mon.	7	h. m.	ft. in	h. m.	ft. in
		10 0	6 4	4 23	2 5
Tues.	8	11 19	5 8	4 55	2 4
		11 7	5 0	5 19	2 8
Wed.	9	12 48	5 3	5 47	3 6
		1 26	6 1	5 38	3 2
Thurs.	10	0 25	4 7	6 37	3 0
		11 53	6 2	5 50	2 6
Fri.	11	1 21	4 2	7 41	3 0
		1 21	4 2	5 48	3 8
Satur.	12	0 31	6 3	9 30	3 1
		No tide high	nor low	water	
Sun.	13	1 25	6 3	11 6	2 8
		No tide high	nor low	water	

SHIPPING

ARRIVALS.

BARON NAPIER, British str., 3,150, B. C. Goudey, 4th September—Mojoi 30th August, General.—Gilmann & Co.
 CARRIVONSHIRE, British str., 5,955, L. W. Bolland, 5th September—Shanghai 2nd September, General.—Jardine, Matheson & Co.
 CHINHOA, British str., 1,353, Finlayson, 5th September—Manila 3rd September, General.—Butterfield & Swire.
 HAINAN, British str., 641, A. H. Stewart, 5th September—Swatow 4th September, General.—Douglas Lapraik & Co.
 HAIYANG, British str., 1,363, A. E. Hodgins, 6th September—Amoy 5th September, General.—Douglas Lapraik & Co.
 HONG BEI, British str., 2,065, L. V. V. Edmond, 4th September—Singapore 29th August, General.—Chinese.
 HOPKINS, British str., 1,550, C. A. Robertson, 6th September—Hohow 4th September, Rice.—Jardine, Matheson & Co.
 KAITO MARU, Japanese str., 1,067, Y. Yamamoto, 5th September—Swatow 4th September, General.—Osaka Shosen Kaisha.
 KANCHOW, British str., 1,222, H. Lavers, 5th September—Shanghai 2nd September, General.—Butterfield & Swire.
 KUTANG, British str., 3,109, R. C. D. Bradley, 4th September—Calcutta 20th August, General.—Jardine, Matheson & Co.
 LAERTES, British str., 1,350, A. Jenkins, 4th September—Sagien 30th August, Rice.—Chinese.
 MEXICO MARU, Japanese str., 3,700, N. Kobayashi, 5th September—Shanghai 2nd September, General.—Osaka Shosen Kaisha.
 NO. 2 YEI MARU, Japanese str., 1,712, Itani, 4th September—Wakamatsu 29th August, Coal.—Mitsui Bussan Kaisha.
 OASA, British str., 5,809, W. Cope Lycey, 5th September—Yokohama 2nd August, General.—Butterfield & Swire.
 SAINT EGBERT, British str., 2,995, W. Barr, 5th September—Shanghai 2nd September, Ballast.—Doddwell & Co.
 SORHU MARU, Japanese str., 1,119, K. Hattori, 5th September—Swatow 4th September, General.—Osaka Shosen Kaisha.
 STANDARD, Norwegian str., 894, A. B. Bull, 6th September—Manila 2nd September, Ballast.—Thoresen & Co.
 SUIHANG, British str., 1,716, Simpson, 4th September—Hongkong 2nd September, Coal.—Jardine, Matheson & Co.
 TIAN, British str., 5,730, J. W. Read, 4th September—Kutchinotzu 30th August, Flour and General.—Butterfield & Swire.
 YATSHING, British str., 1,424, Jarrett, 6th September—Kobe 31st August, General.—Jardine, Matheson & Co.

DEPARTURES.

September 5th.
 CHESAN, British str., for Canton.
 CHINGHO, British str., for Tientsin.
 HONG BEI, British str., for Swatow.
 HONGKONG, French str., for Hohow.
 HUPH, British str., for Shanghai.
 INABA MARU, Japanese str., for Manila.
 JET MARU, Japanese str., for Canton.
 KANGWEI, Chinese str., for Shanghai.
 LEHAI, British str., for Bangkok.
 LIENCHING, British str., for Shanghai.
 NAMHUI, British str., for Shanghai.
 SORHU MARU, Japanese str., for Canton.
 ST. ALBANS, British str., for Yokohama.
 WAISHING, British str., for Canton.
 YUNHANG, British str., for Manila.
 YUNNAN, British str., for Canton.
 September 6th.
 DAIJIN MARU, Japanese str., for Swatow.
 HAINAN, British str., for Swatow.
 HALDIS, Norwegian str., for Swatow.
 HELIOS, Norwegian str., for Bangkok.
 HINSANG, British str., for Sandakan.
 KIRIN MARU, Japanese str., for Kobe.
 LOKANG, British str., for Hongkong Bay.
 LUCHOW, British str., for Shanghai.
 PEKING, Swedish str., for Yokohama.
 WINGANG, British str., for Shanghai.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. Mongolia arrived at Manila on the 5th September, at 9 a.m., and is expected to sail from that port on the 9th September, p.m., and will arrive at Hongkong on the 11th September, a.m.
 THE AUSTRALIAN MAIL.
 The E. & A. str. Eastern left Sydney for this port (via Queensland Ports, Port Darwin, Timor and Manila) on the 22nd August and may be expected to arrive here on or about the 14th September.
 The A.O. Line str. Taiyuan left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga and Manila, and may be expected to arrive here on or about 18th September.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI "CHOYSANG" Tuesday, 8th Sept., Noon.
 FOR SHANGHAI "TAKSANG" Wednesday, 9th Sept., Noon.
 FOR SHANGHAI, KOBE and MOJI "KUTSANG" Wednesday, 9th Sept., Noon.
 TIENTSIN "CHONGSHING" Thursday, 10th Sept., D'light.
 SINGAPORE, PENANG & CALCUTTA "SUISANG" Thursday, 10th Sept., Noon.
 FOR SHANGHAI "KWONGSANG" Thursday, 10th Sept., D'light.
 SINGAPORE, PENANG & CALCUTTA "YATHING" Saturday, 12th Sept., 2 p.m.
 FOR MANILA "LOONGSANG" Saturday, 12th Sept., 2 p.m.
 FOR SANDAKAN "MAUSANG" Tuesday, 15th Sept., Noon.
 FOR MANILA "YUENSANG" Saturday, 13th Sept., 2 p.m.

RETURN TOES TO JAPAN.
 The Steamers "KUTSANG," "NAMANG" and "LAHANG" leave every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 29 days. This service is supplemented by the "KORANG," "KUMANG," and "LORE" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 6 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Y'loco, Cebu, Tientsin, Dairen, W'wei, Tientsin, Shanghai, and Japan.
 Telephone No. 215, Sub. Exch. 4.
 Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
 Hongkong, 7th September, 1914.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakes Pier. 3. From Blakes Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	SECTION	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	1	R. P. Stevenson	P. & O. S. N. Co.	About 8th inst.
LONDON VIA USUAL PORTS OF CALL	SARDINIA	Brit. str.	1	J. T. Jeffery	P. & O. S. N. Co.	On 12th inst., at Noon.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU	Jap. str.	1	Shimizu	NIPPON YUSEN KAISHA	On 9th inst., at 10 A.M.
MARSHALLS VIA SAIGON, S'PORE, COLOMBO, PORT SAID	CORDELLIER	Frenc. str.	1	S. Wade	MESSAGERIES MARITIMES	About 14th inst.
VICTORIA, B.C., & SHANTON VIA KEELUNG, S'HAU, &c.	YOKOHAMA MARU	Jap. str.	1	N. Kobayashi	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C., & SHANTON VIA KEELUNG, S'HAU, &c.	MERIONETHSHIRE	Brit. str.	1	K. Hori	JARDINE, MATHESON & Co., LD.	On 16th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	1	A. J. Hall	OSAKA SHOSHEN KAISHA	On 1st Oct., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CHONGA MARU	Jap. str.	1	A. J. Hall	OSAKA SHOSHEN KAISHA	About 8th inst.
BOSTON & NEW YORK	ST. ROBERT	Brit. str.	2	A. J. Hall	DODWELL & Co., LTD.	On 16th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF INDIA	Brit. str.	2	A. J. Hall	CANADIAN PACIFIC R. CO.	On 30th inst., at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2	A. J. Hall	PACIFIC MAIL S.S. CO.	On 15th inst., at 1 P.M.
SAN FRANCISCO VIA KANGAROO S'HAU & JAPAN, &c.	MONTEAGLE	Brit. str.	2	A. J. Hall	PACIFIC MAIL S.S. CO.	On 20th Oct.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 3rd Oct.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 23rd inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 26th inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 11th inst., at 11 A.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 12th inst.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 21st inst., at Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 10th inst., at D'light.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 17th inst., at Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 9th inst., Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 9th inst., Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	About 8th inst.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 16th inst., at D'light.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 15th inst., at 4 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 19th inst.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	About 30th inst.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 11th inst., at 2 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 13th inst., at Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 9th inst., at 10 A.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	To-morrow, at 11 A.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 9th inst., at 11 A.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 11th inst., at 11 A.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	To-morrow, at 4 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 12th inst., at 3 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 15th inst., at 4 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 19th inst., at 2 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	Quick despatch.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 14th inst.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 30th inst., a.m.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 10th inst., at Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 12th inst., at 2 P.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 31st inst.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 25th Oct.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 15th inst., at Noon.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	To-morrow, at 9 A.M.
KOBE & YOKOHAMA	SHITO MARU	Jap. str.	1	Bokins	TOTO KISEN KAISHA	On 9th inst., at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL AND HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Vancouver	Quebec	Liverpool	Liverpool	Quebec	STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	Shanghai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPERESS OF INDIA	Wed'day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Mojoi	19 Aug.	22 Aug.
MONTEAGLE	Wed'day 30 Sept.	3 Oct.	Mojoi 6 Oct.	7 Oct.	10 Oct.	24 Oct.	—	—	7 Aug.	14 Aug.	EMPERESS OF INDIA	30 Aug.	3 Sept.	4 Sept.	6 Sept.	8 Sept.	11 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10
EMPERESS OF ASIA	£65	£65
EMPERESS OF INDIA	£65	£65
EMPERESS OF JAPAN	£65	£65
MONTEAGLE	£43	£45

Hour of Departure—All Steamers sail from Hongkong at Noon.
 Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. CO. or TOYO KISEN KAISHA.
 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with Suez Mail Lines or Trans-Siberian Route.

THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
 GENERAL TRAFFIC AGENT, Corner Pedder Street and Freya

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST.)

PROPOSED SAILING FROM HONGKONG.

FOR BOSTON AND NEW YORK.
 S.S. "SAINT EGBERT"
 On or about 8th Sept.
 For Freight and further information, apply to—
 DODWELL & Co., LTD.,
 Agents,
 Hongkong, 1st September, 1914. [1008]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PRINSEBUT, CENTRAL, AMERICAN AND SOUTH AFRICA PORTS, THE Steamship

"SARDINIA."

Captain J. T. Jeffery, carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 13th September, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MORONA" from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "FRESIA" due in London on the 23rd October, 1914. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 1st September, 1914. [1]

NOTICES TO CONSIGNEES

S.S. "POLYNESIEN" COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London at s.s. "Normand" from Havre at s.s. "Normand" and from Bordeaux at s.s. "Vill de Cotte" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 7th inst., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 10th inst., or they will not be recognised.

All damaged packages will be examined on the 7th inst., at 10 a.m.

No Fire Insurance has been effected.

F. THOMAS, Agent, Hongkong, 1st September, 1914. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR," Arrived Hongkong on 2nd Sept., 1914.

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent, Hongkong, 3rd September, 1914. [1]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD.,

Telephone No. 215.

Agents

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA

"MERIONETHSHIRE" ... On 8th Sept

"CARDIGANSHIRE" ... On 30th Sept

For Freight and Further Particulars, apply to

JARDINE, MATHESON & Co., LTD.,

Agents

Hongkong 27th August, 1914. [16]

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	ARRIVAL
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES.....	SOCOTRA Capt. R. P. Stevenson	About 8th Sept.	Freight only.
SHANGHAI	SALSETTE Capt. A. F. Vine, R.N.R.	About 9th Sept.	Freight and Passage.
LONDON via USUAL PORTS ON CALL	SARDINIA Capt. J. T. Jeffery	Noon, 12th Sept.	See Special Advertisements.
SHANGHAI, MOJI, KOBE and YOKOHAMA	CANDIA Capt. R. E. Peel	About 20th Sept.	Freight only.

All the above Steamers are fitted with Wireless Telegraphy

Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th September, 1914

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	"KWANGSE"	On 8th Sept., 9 A.M.
SHANGHAI	"CHENAN"	On 8th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 8th Sept., 4 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SUNGKIANG"	On 9th Sept., 10 A.M.
SHANGHAI	"KANCHOW"	On 10th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 15th Sept., 4 P.M.
WEIHAIR and TIENHSIN	"KUEICHOW"	On 17th Sept., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHING" and the S.S. "LIANGCHOW," "KUEICHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 5th September, 1914

TELEPHONE 36.

AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 8th Sept., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	FRIDAY, 11th Sept., at 11 A.M.

* The s.s. "Enriching" calling at Swatow for Passenger only.

FOR **SWATOW** AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 9th Sept., at 11 A.M.
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Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 4th September, 1914.

[4]

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	14th Sept.	On 26th Sept. 10 A.M.
EASTERN	3rd Oct.	On 9th Oct. 10 A.M.
ALDENHAM		On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Boatman has Electric Fans. A fully qualified Doctor and Stewardess are carried.

For further particulars apply to

GUTH, LIVINGSTON & Co.,
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BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots from Nagasaki	15th Sept.
SHINYO MARU	22,000—21 knots from Nagasaki	6th Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10....	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " " £96.10.
" " " SAN FRANCISCO	£45.	" " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG:

9th Sept.

PROPOSED SAILINGS:

"KATHIWAR"

FROM COLOMBO:

17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WED'DAY, 16th Sept., at 4 P.M.
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Perola.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU"	T. Miyata	SUNDAY, 20th Sept., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	FRIDAY, 11th Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 13th Sept., at Noon.
"DAIJIN MARU"	K. Murakami	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	X. Hattori	WEDNESDAY, 5th Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,

MANAGER.

Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamers to YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI HAI	Leave HONGKONG KONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES LES	Due at PLYMOUTH (London 1 day later)
P.M. Thurs.		6 p.m. Tues.	Noon. Satur.		Saturday	Friday
Sept. 3	SARDINIA	Sept. 8	Sept. 12	MORE	Oct. 10	Oct. 16
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MAJOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12
Oct. 15	WALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles in Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARE 8:

The Fares to London and Marseilles are as follows:—

	LONDON
1st Saloon "A" Accommodation Single	£65. Return £97.
"B" " " " "	" 59. " 89.
2nd Saloon "A" " " " "	" 54. " 84.
"B" " " " "	" 49. " 79.
1st Saloon "A" Accommodation Single	£61. Return £91.
"B" " " " "	" 55. " 83.
2nd Saloon "A" " " " "	" 52. " 80.
"B" " " " "	" 48. " 76.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'HEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon: £75. Return: £125. Single: £52. Return: £82.

FARES TO MARSEILLES: 1st Saloon: £46. Single: £53. Return: £76.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

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NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON, and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUZUKI and PORT SAID	KAMO MARU Capt. Shimizu	16,000	(WEDNESDAY, 9th Sept., at 10 A.M.
	KASHIMA MARU Capt. M. Yagi	20,000	(WEDNESDAY, 23rd Sept., at 10 A.M.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 8th Sept., at 4 P.M.
	AWA MARU Capt. T. Hori	12,500	(TUESDAY, 22nd Sept., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine	9,600	(WEDNESDAY, 23rd Sept., at Noon.
	NIKKO MARU Capt. H. Takeda	9,600	(WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAWACHI MARU Capt. Natsuna	12,500	MONDAY, 21st Sept., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kamachi	12,500	MONDAY, 14th Sept., at Noon.
SHANGHAI, MOJI and KOBE	PENANG MARU Capt. Murakami	12,500	SATURDAY, 19th Sept., at Noon.
KOBE	TOSA MARU Capt. Jishikawa	12,000	(SATURDAY, 12th Sept., at Noon.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,000	TUESDAY, 22nd Sept., at 5 P.M.
KOBE and YOKOHAMA	KAGA MARU Capt. G. Tabusa	16,000	FRIDAY, 11th Sept., at 11 A.M.

Fitted with New System of Wireless Telegraphy.

NOTICE.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months, commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	K
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POST OFFICE NOTICE.

The Mongolia, with the AMERICAN MAIL, is due to arrive here on Friday, the 11th inst.
The Parcel Post service to Egypt and countries beyond is for the present suspended.

FOR	PER	DATE
Saigon	Telemachus	Monday, 7th, 10.00 A.M.
Philippine Islands	Titan	Monday, 7th, Noon
Kutchinotzu Japan via Kobe, Victoria, Tacoma Vancouver, and Seattle	Talhybuis	Monday, 7th, 1.00 P.M.
Hongkong	Keaning	Monday, 7th, 4.00 P.M.
Swatow Amoy and Fookow	Hsiangyang	Tuesday, 8th, 9.00 A.M.
*Shanghai and *North China	Choyang	Tuesday, 8th, 10.00 A.M.
Philippine Islands	Chinwa	Tuesday, 8th, 2.00 P.M.
*Shanghai and *North China	Chenau	Tuesday, 8th, 2.03 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle (Wash.)	Yokohama Maru	Tuesday, 8th, 2.00 P.M.
(EUROPE via SIBERIA)		
[To make connection with the Tientsin-Pukow Railway, closing at Shanghai Brit. P.O. at 11.30 a.m. on Monday, the 14th inst.]		
Holchow, Pakhoi and Haiphong	Sungkian	Wednesday, 9th, 8.00 A.M.
Straits and Ceylon	Kamo Maru	Wednesday, 9th, 8.00 A.M.
*Swatow, Amoy & Formosa via Takao & Anping	Bosho Maru	Wednesday, 9th, 9.00 A.M.
Swatow	Hakun	Wednesday, 9th, 10.00 A.M.
*Shanghai and *North China	Takung	Wednesday, 9th, 10.00 A.M.
*Shanghai, *North China and Japan via Kobe	Kokang	Wednesday, 9th, 4.00 P.M.
*Shanghai and *North China	Kwangsing	Wednesday, 9th, 4.00 P.M.
*Tientsin	Susan	Thursday, 10th, 10.00 A.M.
Singapore and India via Calcutta	Kanchoo	Thursday, 10th, 2.00 P.M.
*Shanghai and *North China	Haitan	Friday, 11th, 9.00 A.M.
Swatow, Amoy and Fookow	Kayo Maru	Friday, 11th, Noon
Philippine Islands	Tamung	Tuesday, 15th, 2.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, and Tacoma	Mexico Maru	Wednesday, 16th, 1.00 P.M.
(EUROPE via SIBERIA)		
[To make connection with the Tientsin-Pukow Railway, closing at Shanghai Brit. P.O. at 11.30 a.m. on Monday, the 21st inst.]		
Weihsaiwei and Tientsin	Kueichow	Thursday, 17th, 10.00 A.M.
Philippine Is., Australia, Tasmania and New Zealand via Port Darwin	Taiwan	Monday, 21st, 10.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	St. Albans	Friday, 25th, 9.00 A.M.

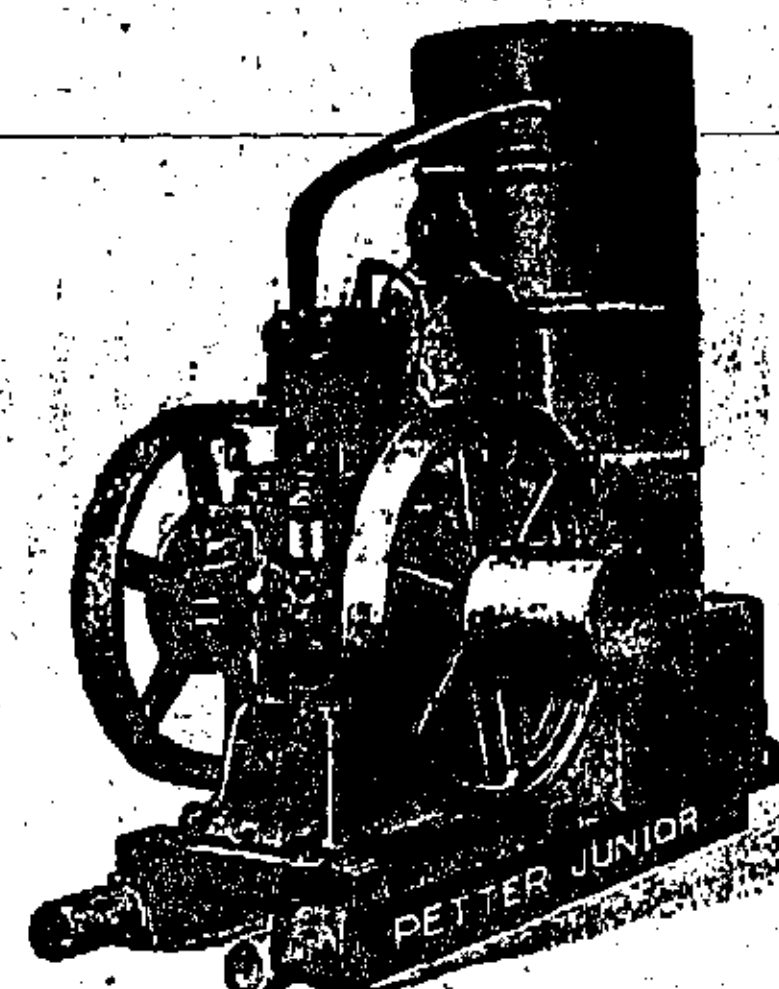
* Specially superscribed correspondence only.

MONEY LETTERS.—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected will make no inquiries into alleged losses of such (Postal Guide 118).
Mails for CANTON, WUCHOW and FANGHUI are closed on week-days at 7.30 a.m. and at 4 p.m. on Sundays at 9 a.m.
Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m.
Mails for NANTAU, SANHUI, KONGMOON and KANCHUK are closed on week-days at 4 p.m. on Sundays the mails are closed at 9 a.m.
A Mail for Long Island (Cheung Chow) is despatched per steam launch Cheungchow daily at 5 p.m.

In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

REGISTRATION.—Correspondence can be registered for Mails to Europe, Canada and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.
For Registration late fee by contract Packets, see time of closing above.

ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH
Thornycroft Model Fitted with 12-14 H.P.
Kerosine Engine.
ONE PORTABLE OXY-ACETYLENE
SEARCHLIGHT with Morse Signalling
Shutter.
ONE WIRELESS TELEGRAPH SET
complete with Induction Coil, Overhead Wires
Spars, etc., suitable for Coasting or Patrol Steamer.
ONE SEMI-DIESEL 8 H.P. CRUDE
OIL ENGINE AND DYNAMO with
Electric Searchlight.
KEROSENE OIL ENGINES "PETER'S"
FROM 7 TO 12 H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TJITAROE	JAVA	First half of Sept.	SHANGHAI	Second half of Sept.
TJILIWONG	JAVA	First half of Sept.	JAPAN	Second half of Sept.
TJIMANOER	SHANGHAI	Second half of Sept.	JAVA	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIKEMBAKO	JAVA	Second half of Sept.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMABI	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.
Telephone No. 1574.

York Buildings, 1st Floor.
Hongkong, 7th September, 1914.

FORTHCOMING EVENTS.

Saturday, 19th Sept.—
Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.
Noon—Royal Aerated Waters Manufacturing Co., Ltd., General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1914. With Index. Price 750.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 1st August, 1914.

VISITORS TO CANTON

Should Purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

BY
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
PRICE \$1.75

On Sale at:—
Hongkong: "Daily Press" Office.
Messrs. KELLY & WALSH, Ltd.
Messrs. BREWER & CO.
Canton: Messrs. A. S. WATSON & CO.

COMMERCIAL

CLOSING QUOTATIONS.

ON LONDON:—

September 5th.

Telegraphic Transfer	1/9
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days sight	1/9 1/2
Bank Bills, at 4 months sight	1/9 1/2
Credit, at 4 months sight	1/9 1/2
Documentary Bills 4 months sight	1/9 1/2
ON PARIS:—	
Bank Bills, on demand	nom.
Credit, at 4 months sight	nom.
ON BRUSSELS:—	
Bank Bills, on demand	nom.
ON NEW YORK:—	
Bank Bills, on demand	43
Credit, at 60 days sight	nom.
ON BOMBAY:—	
Telegraphic Transfer	nom.
Bank, on demand	131 1/2
ON CALCUTTA:—	
Telegraphic Transfer	nom.
Bank, on demand	151 1/2
ON SHANGHAI:—	
Bank, at sight	75 1/2
Private, 30 days sight	nom.
ON HONGKONG:—	
On demand—Pence—88	
ON SINGAPORE:—	
On demand	75 1/2
ON BATAVIA:—	
On demand	105
ON HAIPHONG:—	
On demand	nom.
ON SAIGON:—	
On demand	nom.
ON BANGKOK:—	
On demand	88
SOVEREIGNS, Bank's Buying Rate	\$11.30 nom.
GOLD LUMP, 100 fine, per tael	\$59.10
BANK SILVER, per oz.	24

SUBSIDIARY COINS.

Hongkong... 20 cents pieces... \$ 9.30 discount.
Hongkong 10 " " \$ 9.70

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	8.00
Return " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " " " " " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG. MONDAY, 7th SEPTEMBER, 1914.

8 a.m. HONGKONG. 8 a.m. HONAM.
5 p.m. KINSHAN. 5 p.m. PATSHAN.

TUESDAY, 8th SEPTEMBER, 1914.

8 a.m. HONAM. 8 a.m. HONGKONG.
5 p.m. PATSHAN. 5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAI SHAN, Tons 2,006.
HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO. SUNDAY, 13th SEPTEMBER, 1914.

The Company's New Steamship "TAISHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOI SHANG.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND YOKOHAMA	HOMEWARD	
MARSEILLES VIA PORTS	CORDELLERE	On or about 14th September.
	POLYNESIEN	On or about 28th September.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

BEAUTIFY THE HOME

By obtaining a Collection of Handsome Photogravure reproductions of

The World's Famous Paintings

THE FOLLOWING COMPRISE THE NEW SET:—

"The Horse Fair," by Rosa Bonheur. "Le Rixe" (The Quarrel), by Meissonier.
"Wagon and Team," by Rosa Bonheur. "The Halt at an Inn," by Meissonier.
"Lady with Fan," by Faivre. "Madame Le Brun and Daughter," by Le Brun.

These Pictures are entirely free from advertisement, and are obtainable in exchange for Coupons now being packed with

THE "THREE CASTLES" CIGARETTES

The Cigarette of Pure Virginia Leaf and made by

W. D. & H. O. WILLS, BRISTOL & LONDON.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THESE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES—throughout the Slips hanging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Manager, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address—"TAIKOO DOCK." [50]

PACIFIC MAIL S.S.CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA Sailing TUESDAY, 15th Sept., at 1 P.M.
KOREA " TUESDAY, 6th Oct., at 1 P.M.
SIBERIA " TUESDAY, 13th Oct., at 1 P.M.
CHINA (via Manila) TUESDAY, 27th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morici, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, billiard machines, deck games, dances, etc.—not a dull moment throughout the trip. The Safety and Comfort of Passengers is Our First Consideration.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

Tel. No. 141.

Printed and Published by BETRAM A. HALE for the Concerned at 10A, DES VŒUX Road Central, Victoria, Hongkong: London Office, 131, Fleet Street, E.C.